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NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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East.

No. 16,425. 號五十二百四千六萬一第 日三十月一十年二統宣 HONGKONG, WEDNESDAY, DECEMBER 14TH, 1910. 三拜禮 號四十月二十年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a34-2]

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[a1351]

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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [113]

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[a101]

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Every Comfort.
Ladies' Afternoon Tea Rooms.
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Hot and Cold Water throughout.
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Hongkong, 24th July, 1905. [a1206]

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Telegraphic Address "COMFORT,"
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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a356]

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from Canton, give easy communication with
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[a213] THE MANAGER

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymous or signed communications that have already appeared in other papers will be received. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: "Press," P. O. Box, 34. Telephone No. 13.

BIRTHS.
On December 9th, at Shanghai, the wife of VILHELM MEYER, of a daughter.
On December 9th, at Shanghai, the wife of AUGUSTIN FRANCIS EVANS, of a son.

MARRIAGE.
On December 7th, at Shanghai, ARTHUR HIDE, of Shanghai, to EDITH MARY, second daughter of the late D. C. JENSEN and Mrs. JENSEN, of Shanghai.

DEATHS.
On December 2nd, at Preston Cross, Bookham, Surrey, MARGARET JANE GILMORE, widow of the late David Gilmore, of Shanghai.
On December 8th, at Shanghai, ELIZABETH, the beloved wife of G. F. FORSHAW, aged 26 years.

HONGKONG OFFICE: 10A, DES VEUVE ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 14TH, 1910.

The inquiry by a Coroner's Jury into the circumstances attending the death of the six Chinese who lost their lives by the recent collapse of buildings in Aberdeen Street has ended, as previous inquiries of the kind have ended, in a verdict that the deceased met their death by accidental means and that no criminal neglect or responsibility attached to anybody, except the builder, whose name apparently could not be ascertained. It was given in evidence that not only was the material—the mortar and the bricks—used in the building of very inferior quality, but that the construction was bad. "It was a criminal bit of work," one of the building inspectors said. The walls, instead of being properly constructed, were filled with broken bits of bricks and wooden joists, instead of being carried independently, were built into the walls.

The primary cause of the collapse, according to the evidence, was the dry-rotting of these joists, and as the so-called mortar had perished absolutely and the blue bricks were rotten, the whole place toppled down like a house of cards. These houses were estimated to be about twenty years old, and the evidence of the officials of the Public Works Department disclosed that there are no records in the archives of the Department as to who were the architects or builders concerned in the erection of these death traps. It would be interesting, but perhaps alarming also, to learn how many houses there are in the Colony over twenty years of age and built by the old race of jerry-builders. The disquieting feature of the evidence is that the inherent weakness of these buildings cannot always be detected by an ordinary inspection. We have it in the evidence that the wall which collapsed was inspected not only by the building inspector, but by his superior officer, only the day before it fell, and no weakness could be detected. Very similar evidence was given after the inquiry into the Jervois Street collapse. We then suggested—that being the fourth collapse of the kind within a period of a month—that it was the obvious duty of the Government to do all in its power to allay the serious apprehension which these disasters have created in the public mind. At the same time we hinted at the difficulty of doing anything more than the Building Authority is doing at the present time. We have heard it suggested that the Government should throw upon the owners of this class of property the duty of furnishing to the Public Works Department within a given period a certificate by an authorised architect of the stability of the houses owned by them, but when this proposal is viewed in the light of the expert evidence given at these inquiries, to the effect that it means the partial demolition of a building for such an examination to be made as would reveal the weakness in the walls, the proposal is one which cannot be lightly recommended. Yet, what choice is there between trusting to Providence on the one hand and, on the other, a close examination for such defects in construction as the five or six collapses which have occurred within the last few months have revealed? The impression left on the mind by the evidence given at these inquiries is that, in all probability, such jerry-building is characteristic of Chinese tenement houses erected in times when, it is evident, no competent supervision was exercised over building operations in the Colony. In that case a close examination might involve the condemnation of hundreds, and even thousands, of houses. The Government cannot very well be asked to adopt such a drastic measure as that to which we have referred, but, in view of the frequency of these disasters recently, something should be done to impress upon the individual owners of such property the duty they owe to their tenants and to the public generally to take all practicable means to assure themselves of the stability of their property.

The German cruiser *Seehornst*, accompanied by two torpedo boats, arrived in Hongkong yesterday from the North.

It is understood that early in the Spring three of the submarines now at Portsmouth will be sent to Hongkong.

A number of Chinese shopkeepers were convicted at the Magistracy yesterday of obstruction. Three were fined \$10 and nine were fined \$5.

Three respectably dressed Chinese were brought before Mr. E. R. Hallifax at the Magistracy charged with stealing a bed belonging to a girl. Complainant, however, agreed to withdraw the charge, and the men were dismissed with a caution.

Following is the programme of the organ recital to be given by Mr. George Grimbale, concerning which an announcement appears in our advertisement columns:

Offertoire (Upon two Christmas Themes) Guilmant
Baritone Solo "Nata" Gounod
Mr. F. White

Andante (The Magi) Henry Smart
Christmas Carol "The Fi at Noel" Tradito at
Berceuse (Lullaby) Dreychock
Recit. "Then shall the eyes of the Blind be opened"
Allegro "He shall feed His People" ("Messiah") Handel

Mr. Francis Clark
Hallelujah Chorus (Engedi or Mount of
Olives) Beethoven

Japan is to have another golf course. A correspondent informs us that the Japanese Railway Administration is considering a proposal to form a new nine hole golf course, in conjunction with their new hotel which is situated in the ancient park of Nara. The work entailed by the scheme is considerable, and the general layout has been prepared by a Hongkong architect. If this comes to pass it will doubtless prove the means of prolonging the stay of many visitors to Japan very considerably, in addition to attracting a larger number than usually visit that part of Japan. The romantic nature of the country and its magnificent mountain and sylvan scenery should make it one of the most attractive courses in the East.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTER'S SPECIAL POLITICAL SERVICE.]

THE GENERAL ELECTION.

SATURDAY'S ELECTIONS.

LONDON, December 13th.

The following are additional results, of Saturday's polling.—

UNIONIST.	LIBERALS.
Burton	Cole Valley
	Walthamstow
	Cricklade
	Crews
	LABOURITES.
	Derbyshire, N.E.

Mr. Lloyd George, Chancellor of the Exchequer, has been re-elected for Carnarvon District.

Cricklade is a Liberal gain.

MONDAY'S ELECTIONS.

UNIONISTS.	LIBERALS.
Southport	Rossendale
Brentford	Tottenham
	Heywood
	Mansfield
	LABOUR.
	Gorton
	Hallamshire

Mr. L. Harcourt (Secretary of State for the Colonies) has been re-elected for Rossendale.

STATE OF THE POLL.

The results of the election so far are—

Liberal	191
Labour	35
Nationalist	57
Unionist	229
	289

Members elected . . . 518

to be elected 152

670

PARTY GAINS.

Unionists	21
Liberals	18
Labour	4

CONSTITUENCIES TO POLL.

Of the 152 constituencies to poll 108 were represented in the last Parliament by supporters of the Government (including the Labour and Nationalist) vote and 44 Unionists, so that the Liberal Majority in the new Parliament is unlikely to be changed to any great extent.

AVIATION EXHIBITIONS FOR HONGKONG.

Hongkong is shortly to have a visit from one of the "Kings of the Air." M. Van den Born, formerly a champion cyclist, came out to the East recently by one of the French mail steamers. He is accompanied by his wife, who is also an aviator, and they bring with them three Farman bi-planes. They intended to have an "aviation week" at Singapore, and then go on to Saigon and Hanoi, subsequently coming on to Hongkong and proceeding via Shanghai and Japan to America and Europe. We gather this information from one of the Haiphong newspapers, which also mentions that M. Paria, a former commissaire of the Messageries Fluviales, proposes to make a trip around Saigon in a Santos-Dumont "Demoteur" monoplane. He also intends visiting Hongkong and Shanghai, as well as Batavia and Bangkok.

MACAO AFTER THE REVOLT.

COMMITTEE OF ENQUIRY APPOINTED.

At the request of Mr. Fernando de Menezes, Receiver of Taxes, a committee composed of the Attorney-General, the Colonial Secretary, and Mr. J. F. da Silva, as clerk, has been appointed to enquire into alleged civilian investigation of the recent military revolt. Pending the announcement of the findings of the committee, we hold over some notes on the subject which we have received for publication. The committee's task is not a heavy one, and the public should not have long to wait for the findings of the committee, which we presume will be at once officially published.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Touareg*, with the French mail of the 4th inst., and mails from London of the 3rd inst., left Singapore on the 12th inst., at 5.30 p.m., and is expected to arrive here on the 19th inst.

The cargo of Silk shipped on board the M.M. str. *Dumbea*, which left this port on the 8th ult., was delivered in Lyons on the 10th inst.

The I.G.M. str. *Finanza* *Alia*, which left here on the 16th ult., at noon, arrived at Genoa on the 13th inst., at 8 a.m.

The Silk shipped by "Blue Funnel" str. *Protestant*, which left Hongkong on the 2nd ult., was delivered at New York on the 1st inst., at 8 a.m. The time taken in transit from Hongkong to New York was 23 days 16 hours.

Thirteen rich coolies appeared at the Magistracy yesterday charged with obstruction. They were each fined \$5.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE EXILED REFORMERS OF 1898.

1898.

ASSEMBLY'S PETITION FOR PARDON.

PEKING, December 13th.

The Assembly has unanimously agreed to a memorial being presented to the Throne praying for the liberation of the political offenders of 1898.

The Assembly's denunciation of the Grand Council has been referred by the Government to the Council.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

AUSTRIAN CABINET RESIGNS.

LONDON, December 13th.

Reuter's Vienna correspondent telegraphs that the Austrian Cabinet has resigned owing to the defection of the Poles on an internal question, depriving the Government of a majority.

CHINESE AMBASSADOR IN LONDON.

LONDON, December 13th.

The Chinese Ambassador, H.E. Lai-yu-lin, arrived in London yesterday afternoon. He was met by the staff of the Legation and numerous Chinese in European dress.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

December 12th.

A woman who owned her living as a seamstress lived in a place called Wo Hing Lane in the Western Suburbs. A night or two ago, while sewing, her kerosene lamp fell over and set fire to her clothing. In her terror she pulled the cotton quilt off her bed and endeavoured to put out the flames with it. In so doing the mosquito net caught fire and the room was soon in a blaze.

The poor woman screamed for help, and when the neighbours came they threw cold water over her and the burning materials and soon extinguished the flames. The woman was found to be badly burned, so a Chinese medicine was called in. This clever person said that unless she drank a quantity of hot water in which sugar had been dissolved she would surely die. The woman drank it and died shortly after.

FATSHAN POLICE MATTERS.

It was reported in these columns a few days ago that a constable in Fatshan had been found guilty of theft and sentenced to imprisonment. Since that time the leading residents of Fatshan have had a meeting and passed a resolution to the effect that when the next police tax falls they will refuse to pay it. They have come to the conclusion that the police are no better than a set of robbers and they refuse to contribute to the support of such thieves. Following hard on this case comes another. The people living near No. 1 police station were always losing articles of clothing when they were put in the sun to dry. On man who lost a garment determined to discover the thief. He hung a flannel coat out to dry and then hid himself. He had not long to wait before he saw a man snatch the garment from the line and walk off. The owner raised an alarm and followed the man, who was caught with the coat in his possession. When taken to the station it was found that he was the cook to the establishment. The chief of police sentenced him to wear the orange for a number of days on the score of his crime. A day or two ago a police corporal in the same town saw a constable indulging a young girl as she walked along the street. The corporal came up and reprimanded the man, who answered his superior in an objectionable manner. When the man came off his best he was arrested. When charged before the chief of police he said it was useless for him to say anything, as police officers always stood up for one another. He was then sent to Canton to be dealt with by the Tao-tai of Police for insubordination.

ROBBERY IN SHUN TAK.

Some time ago the Acting Viceroy had occasion to severely reprimand the Shun Tak Magistrate for not clearing his district of the robbers that infest it. From the following it would appear that the warning had not had much effect. In the Ma Kong village, among other residents dwell four rich families. A night or two ago a gang of robbers raided the village and attacked the houses of these families and got away with a great deal of plunder. They also took away the head of one of these families, an old man more than 80 years of age, to be held as ransom. The next day his family received a letter from the robbers containing most blood-curdling threats if a certain sum of money were not paid by a specified day. The families have placed the matter in the hands of the authorities.

CRICKET.

At the Happy Valley this afternoon, starting at 2 p.m., a League match will be played between the Royal Engineers and Departments Team and the E.G.A. on the military ground. The following will represent the R.E. and Departments—Lt. Col. Sir J. Fyler, Capt. Addison, Capt. Bell, Lieut. Williams, Rev. Foster, Pegg, Corp. McGregor, Taverne, Campion, Pearson, Osman and Davison.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 23 of 1910, entitled—"An Ordinance to amend the Kaitai Land Ordinance, 1898."

THEFTS IN A YAMEN.

The Chinese thief is a most ubiquitous person and no place is safe from his depredations. The latest scene of his operations is the yamen of the Pun Yu Magistrate. For some time thefts have occurred within the precincts of this court and in spite of all efforts the culprit has remained undiscovered. The Magistrate now thinks that the thefts have been committed by some member of the public present to witness the trials. He has therefore given orders that the public is no longer to be admitted, and the trials will in future take place in the presence of the officials and the attendants only.

RESULT OF GAMBLING.

A man living at Yuk Wah Fong in the city is an inveterate gambler. A few days ago he lost all he possessed at fan-tan and then went home and ordered his wife to pawn her clothing to supply him with fresh funds. The woman refused to do this and a violent quarrel ensued, in the course of which the man assaulted her, inflicting a severe wound. The neighbours then interfered and drove the man out of the house. The woman's wound was found to be so serious as to call for the aid of the Red Cross Society.

THIEVES AND GAMBLING.

It is surprising how much every one here desires to see the suppression of licensed gambling. A few days ago the Canton Press Association received a letter from Luk Lan Ching, who is one of the most formidable of the robbers in the district, to the effect that if licensed gambling were done away with he and his confederates would yield themselves to the authorities and give no further trouble. In the letter Luk states that almost every robber in the Province has become what he is because of this iniquitous system. Though this is a doubtless exaggerated statement, it contains a great deal of truth, and it is a proceeding almost without a parallel to find even the robbers calling upon the Government to suppress vice. Still more extraordinary is a manifesto that has just been issued by the employees of a large number of "hongs" in the Western Suburbs. In this document the writers say that they have one and all suffered loss through the gambling houses and they give the proprietors of the gaming shops just three months to shut up and clear out, bag and baggage, otherwise there will be trouble. Just how much this manifesto is worth it is hard to say, but it is interesting as showing that all classes of people are united in desiring the suppression of licensed gambling.

While on this subject it may not be without interest to observe the reported sayings of H. E. the new Viceroy. Not long ago I reported that H.E. had sent a telegram to the Deliberative Council stating that as soon as he assumed the reins of office his first step would be the suppression of licensed gambling. Now H.E. has somewhat changed his tune and declares that the suppression of gambling is a momentous question and requires "time." It is the same with railway enterprise in Kwong Sai. Before H.E. went to Peking he was in favour of a foreign loan to assist in the exploitation of the somewhat backward and conservative province of Kwong Sai. Now it appears that he has attained himself to the ideas prevalent in the capital and a foreign loan is no longer to be entertained. All things considered, it is not wonderful that the native Press is a little bit "down" on the future ruler of the Kwong Sai. Be this as it may, there is no gainsaying the fact that the bulk of the populace will not for long tolerate licensed gambling, and the sooner the Government takes cognizance of this fact the better.

THE RECENT SCHOOL TROUBLES.

Some days ago I reported that trouble had broken out in the Lung Kwong Foreign Broken School between the Warden and the students and that the matter had been referred to the Educational Commissioner for settlement. This official has just published his decision. The Warden is accused of lack of tact in dismissing a "popular" teacher, and the unfortunate man is awarded no less than 3 black marks, which is equivalent to ruining his career. The members of the staff who went on strike are warned to return to their duties at once or dire consequences will befall them. This may be looked upon as a victory for the students and it is more than likely that the Warden's life in future will be a hard one. It is a pity that the Provincial officials do not copy the example of the Hongkong Government in dealing with students on strike (as witness the late affair at Queen's College).

SUICIDE.

The Chung Sai Hotel, situated near the Yuet Hon Ferry wharf, has just been the scene of a suicide. A day or so ago a man engaged a room, but he did not appear at meals, so a servant was sent to his apartment to see what was the matter. The domestic was horrified to see the guest hanging by the neck quite dead. An inquest was held, and it was discovered that the man was a ranner engaged in a yamen in the country. He had been dispatched to Canton to collect a sum of money, which it was proved he had done. The runner, however, had gambled away the sum at fan-tan, and was afraid to face his superior, hence the reason for his rash act.

CRICKET.

The Happy Valley this afternoon, starting at 2 p.m., a League match will be played between the Royal Engineers and Departments Team and the E.G.A. on the military ground. The following will represent the R.E. and Departments—Lt. Col. Sir J. Fyler, Capt. Addison, Capt. Bell, Lieut. Williams, Rev. Foster, Pegg, Corp. McGregor, Taverne, Campion, Pearson, Osman and Davison.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 23 of 1910, entitled—"An Ordinance to amend the Kaitai Land Ordinance, 1898."

SUPREME COURT.

Tuesday, December 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PRINCIPAL JUDGE).

CLAIM FOR MEALS SUPPLIED.

The hearing of the action was concluded in which the Teai Nam Lau firm sued Wai Yau Chuen to recover \$34.36 for meals supplied. Mr. Christopher Wilson (of Messrs. Hastings & Hastings) appeared for the plaintiffs, and defendant was represented by Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon).

His Lordship upheld the legal point raised by Mr. Stevenson, that the plaintiffs were not entitled to sue, and non-suited them with costs.

AWFUL DEATH OF AN ENGLISHMAN IN KELANTAN.

ATTACKED BY ESCAPED PANTHER.

The Straits Times of the 29th ult. says:—

A sad occurrence was reported yesterday on the arrival of the steamer *Barbat* from Bangkok. She had stopped at Kota Bharu en route and had taken on board there Mr. F. V. Guy, Manager of the Federal Dispensary, Kuala Lumpur, who was suffering from severe gunshot wounds and injuries inflicted by a fierce panther. His condition was such that the Kota Bharu authorities had decided to remove him to Singapore General Hospital. An ambulance was in readiness at this end to convey the wounded man there, but it was not needed. While the ship was at sea Mr. Guy had expired and his body had been put ashore for burial at Tringmanu.

Mr. Guy left Kuala Lumpur about the 18th of November in consequence of an invitation from Kelantan to go there and witness a fight between a panther and a buffalo. Mr. Guy agreed to supply the panther from the little private menagerie that he maintained in his compound as a hobby. Accordingly, when he left Kuala Lumpur, he took with him a couple of fierce panthers in cages, one a black one and the other spotted.

He got his animals safely to Kota Bharu and was in readiness for the fight to take place last Friday afternoon. The arena was an enclosure surrounded by a thick wall about 12 feet high and on the top of this wall the spectators were accommodated. A small hole in the wall near the ground was the means by which the panther, the black one, was to be admitted, and when the crowd had assembled on the top of the wall, Mr. Guy placed the doorway of his cage against the inlet. When he lifted the door, of course, the panther dashed through the hole in the wall into the arena.

WOUNDED BEAST TURNS.

What happened then was a merely a matter of a few seconds. The panther, finding himself still imprisoned, dashed for a corner of the arena where a piece of wood in the wall gave him foothold, and, in a twinkling, he had leapt to the top of the wall. He entered the spectators in his way, knocking two to the ground, and dropped into the open. The crowd immediately was after him and made to cut off the way to the jungle. Mr. Guy, who was armed with a double-barrelled gun, chased in the wake of the panther accompanied by another European similarly armed.

Coming up to within a few yards of the panther Mr. Guy fired and hit him. Infused by the attack the panther turned like lightning and sprang towards Mr. Guy, whose gun, which had only been partially loaded, was now empty.

Even then, however, he might have escaped, but, moving on a clayey surface that had been rendered slippy by recent rain, he slipped, and the animal was on him before he could regain a firmer footing. The other gentleman fired his first barrel as the panther was on his back, but the beast was on the ground and held on. It was a close and a narrow escape, as the unfortunate European on the ground and the other man fired a second shot.

In the confusion of dust and smoke, however, the shot missed its mark and penetrated Mr. Guy's right thigh. The other gentleman then pluckedly entered the fight and managed to kill the panther with a thrust from a hunting knife. The wounded man was then examined by Dr. Gimlette, who happened to be among the European spectators. All his right side was torn and mangled, the bones of the arm and leg being nearly bare. His right hand appeared to be smashed and his wrist broken, and where the shot had entered his leg the thigh bone was broken.

THE ONLY HOPE.

Fully conscious, Mr. Guy was removed to a neighbouring European house where the wounds were better attended to, but it became evident that almost the only hope of saving his life was to amputate the right leg. To do this on the spot was well nigh hopeless, so it was decided to transfer him to Singapore. A telegram was sent to Kelantan to detain the steamer *Barbat* which was to sail thence the following morning (Saturday) and another to Singapore to have an ambulance in readiness at Johnston's Pier, on Friday evening the melancholy progress began.

Mr. Guy was carried on a stretcher very carefully down to the river and deposited on a large flat boat. Fortunately the river was at low tide, and about ten o'clock at night the boat began to come downstream. Gimlette and a few other Europeans accompanied the injured man. At 8 a.m. Kelantan was reached and the boat was rowed out to the *Barbat* at the mouth of the river. Mr. Guy could not be carried on board as he was hoisted up, but all, by the derrick cables. He was then laid down gently on the bridge.

When the steamer left her berth Mr. Guy was suffering a good deal of pain but to alleviate it morphia was administered. About two o'clock, however, he died.

The steamer was off Tringmanu about 10 o'clock at night and the remains were taken ashore, and were, we understand, buried early on Sunday morning.

The untimely happening closes one of the most virile lives in the Selangor capital. Mr. Guy, who was a comparatively young man, had a great diversity of interests. Educated at Uppingham, and trained in chemistry, he came out here seven or eight years ago as manager of the Federal Dispensary, and has built up that business to the present successful status. His leisure was spent in shooting game, big and little, and in tending the needs of a small private menagerie that he had established in the compound of his house.

We learn from northern papers that the Ministry of Justice has received telegrams from the Provincial Governments requesting the Board to establish High Courts of Justice in the various treaty ports. President Pa-tung has refused their requests on account of the enormous expense.

ABERDEEN STREET BUILDING COLLAPSE.

CONCLUSION OF THE INQUEST.

The inquiry into the cause of death of the six Chinese who were killed in the collapse which occurred at 10.15, and 17, Aberdeen Street on the 28th November was continued before Mr. R. R. Hallifax, sitting as coroner, and a jury, at the Magistrate's yesterday afternoon.

Mr. R. J. Howard, inspector of buildings, said he had upwards of twenty-five years' experience in building work. On November 24th he inspected the foundations of the proposed new party wall at Nos. 13 and 15 and ordered the contractor to take up the foundations in order that he might see if they were laid in accordance with the specifications. Two days later he saw that they were properly laid and gave instructions that the work be proceeded with. While there he inspected the buildings and thought the front wall of No. 15 in a dangerous condition, and when he returned to the office he found that a notice had already been served in respect of the wall. He had given instructions to proceed with the foundations, but not with the superstructure. On the Monday following, the collapse took place. He went there that afternoon, and made a careful examination of the work of No. 17. The north ends of the joists were very much decayed in that way. His examination would lead to the opinion that the collapse was due to the rotten joists, which had the effect of leaving the walls without support. He should say that the floors and wall fell almost simultaneously. Probably, one of the joists gave way first, giving the wall a thrust, thus bringing the whole structure down. To what would you attribute the collapse?—I should blame it on the builder of the house. What sort of a wall was it?—It was one of the worst walls I have seen in Hongkong. From the outside nothing wrong would be seen?—That is so.

What would you say about mortar?—It was absolutely perished.

It could not have been good mortar?—Very bad. Even had it been good mortar it could never have held the wall together.

The wall was built of blue brick?—Yes.

Were they good or bad?—They were bad.

The bricks and mortar were bad? Was the building well constructed?—No, it was not.

The inside of the wall was filled with broken bricks.

Were houses 13, 15 and 17 of the same class?—Yes.

How old would you suppose these houses were?—From 15 to 20 years.

You saw the wall between No. 15 and 17?—Yes.

Did you think it was dangerous?—Had it been so I should have had it shored up at once.

You had no reason to suppose there was any immediate danger?—No.

Were you satisfied with the shoring supporting No. 15?—Yes.

You have no fault to find with the contractor or the architect or anybody carrying on the work at No. 15?—None whatever.

You say the house was badly built?—I think it was a criminal bit of work.

You say that the cause of the collapse was the bad quality of the material used in the wall, its bad construction, and because the joists were put into the wall?—Yes.

By the Court you had no notice the plan was withdrawn?—No.

And the work continued so far as you were concerned?—Yes.

The Foreman (Mr. H. Holyoak) said he would like to know on what principle the inspection was made.

His Worship said there was no general responsibility for these old houses. The responsibility did not begin until either the defects or the officers discovered such defects themselves. Up till then there was no general examination of buildings to see whether they were dangerous or not.

The Foreman said he should like to ask if the alterations being carried out at No. 15 had anything to do with the collapse.

Witness replied that in his opinion the collapse would have taken place had those alterations not been in progress.

Mr. James Hutchings, building inspector, said he inspected No. 15, Aberdeen Street on receipt of a complaint, and he concluded that no part of the premises was dangerous, but the party wall between Nos. 13 and 15 showed something wrong. He could not tell whether it was due to defective building or a bulge. He reported the matter. Mr. Perkins afterwards said it and they agreed that it was a bulge. Notice was served on the owners, and shortly afterwards Mr. Rose sent in a plan. This was returned at his request and a second plan was submitted. This was approved and the work commenced. He inspected it several times and was satisfied that the shoring was sufficient. He examined the party wall between Nos. 15 and 17, and in his opinion it was not dangerous. On the day of the collapse Mr. Perkins and he visited No. 13 and he saw the other party wall and had no reason to think it was dangerous. He examined the wall after the collapse and described it as rotten, the mortar being insufficient and the bricks the blue bricks formerly in use in the Colony. They were much worse than the bricks used to-day. The building must be more than twenty-two years old, as there were no records of it. The joists showed dry rot, and he attributed the collapse to the timbers giving way. The accident might have occurred had there been no work going on at No. 15.

Did the shoring properly take the place of the wall being pulled down?—Yes.

Who did you blame for the collapse?—The person who built the wall.

Because of the material used and the way it was built?—Yes, principally because of the way it was built. The joists should have been carried independently instead of being built into the wall.

Mr. T. L. Perkins, executive engineer in the Public Works Department, spoke to receiving a complaint regarding Nos. 13 and 15, Aberdeen Street and to sending Mr. Hutchings to examine the premises. Later he went himself and found that the party wall had a nasty bulge. Notice was accordingly served on the owners, on whose behalf Mr. Rose submitted plans. The second was approved, and the work commenced. He was not there again until the morning of the collapse. He went inside No. 15. The party wall was a few feet above ground. The shoring appeared to be very satisfactory. From his examination of the place after the collapse he should say that it was a badly built wall.

You have seen worse in Hongkong?—Yes. Nowhere else?—No.

How far do your records of that class of houses go back?—About 1890, I think.

The Foreman asked if there was any systematic inspection of old property.

Witness replied that they were inspecting all the time.

The Foreman said that Nos. 13 and 15 were inspected. Why was No. 17 not inspected?

Witness stated that No. 17 was inspected. When they examined a house they always inspected the house on either side. He did examine No. 17 in the beginning.

His Worship—You only examine a house when your attention is specially called to it?

Witness—Inspections are being made continually.

Mr. Donnan said that as far as the Crown was concerned they had endeavored to put before the jury all the evidence they had been able to obtain, and after careful consideration he could not see anything involving criminal liability on anybody. If they had the man before them who built the house it might be a different matter.

The jury found that the six people identified had met their death from accidental causes.

THE "BEDFORD" COURT.

MARTIAL.

The Times of the 19th ult. contained the following leading article on this subject—

The Court-martial which has been sitting at Sheerness during the week to inquire into the circumstances of the stranding of the *Bedford* on the 28th August, 1909, has delivered judgment.

The verdict was that the captain was guilty of negligence and the navigating officer of the ship in default with regard to the loss of the vessel. Both the officers were severely reprimanded and dismissed their ship. To those who have followed the evidence the finding of the Court has not come as a surprise, and in the circumstances it must be held that substantial justice has been done. The punishment may be regarded as severe for what appears to have been mainly an error in judgment, and sympathy cannot be withheld from the officers whose professional career is blighted by the mistake of a moment. At the same time, public confidence in the care with which naval efficiency is maintained will be strengthened by the verdict, and the high standard of duty which it enforces. In some respects the circumstances of this case resemble those which attended the loss of the *Montagu*, inasmuch as at the time when the ship ran upon the rocks those in charge believed her to be a considerable distance away from the place of the occurrence. An explanation of this miscalculation is to be found in the facts as set forth in the evidence placed before the Court. It appears that on August 20th, the *Bedford*, with the *Kent*, *Bedford*, and *Montagu*, started from Wai-hai-wei to go to Nagasaki. By the Admiral's orders, the periodical speed trials of the ships were to be run during the passage. The distance of the run between the two ports is somewhat over 500 miles, and a little more than half way, off the Korean Peninsula, around Quelpart, lies the island of Jeju-do, which is a volcanic island, and the *Bedford* was in the habit of passing it. The ships started on their eight-hour full-power trial at 11 a.m., one of them, the *Kent*, setting her course to pass to the eastward of Jeju-do, as the more direct route, while the other three made for the westward of the island, which also obliged them to pass the island. The full-power trial was completed, and in the *Bedford* was estimated by the number of revolutions of the engines—after taking into account the circumstances that they had a strong head wind and that the hull was not quite clean—to be at the rate of 22.5 knots. A trial at three-fifths power was then begun, and, making similar allowances, a rate of speed of 15 knots was allowed. During the trial the ship was well sighted, and the captain, who was in the forenoon, could be taken to fix the ship's position, but at a quarter past four in the morning observations were obtained by the navigating lieutenant of Polarix and Aldobran, and a few minutes afterwards land was sighted on the port hand. The navigating officer supposed this land to be Loney Bluff, the south-west extreme of Quelpart, as this fitted in with the position obtained by dead reckoning. When, therefore, he worked out his Polarix observation and found that it put the ship twenty-seven or twenty-eight miles northward of this assumed position, he disregarded the warning it should have conveyed, believing the result to be untrustworthy on account of the bad horizon. At 4.45 a.m. land was again sighted, and this time right ahead, but being low and indistinct an alteration of course was not made immediately, and at 4.48 a.m. the ship struck upon the rocks.

There are two possible explanations of the occurrence. The first, alleged by the prosecutor, was that no allowance was made for a current setting in the direction of the wind and against the ship, warning of which was given in the reference books supplied to the navigator. A consequence of the distance being overlooked would be that the alterations of course required to take the ship by the western route round Jeju-do and Quelpart Island were made too soon in each case, the position of the ship at each turn bringing her nearer to danger instead of clearing it. The other explanation, put forward by Captain

Fitzherbert, was that the ship had been set by an abnormal current towards the rocks, such currents being sometimes found in that neighbourhood. The Court was manifestly of opinion that the first explanation was the correct one. Again, so far as the question of adequate care in navigating the ship was concerned, it was shown that when the captain altered at 3.20 a.m. neither the navigator nor the captain was on deck, and that when land was first sighted and the captain was called, he did not come on deck. The defence given was that until four o'clock, when the weather cleared, there was no apparent reason for the navigator to be on deck; that when land was reported to the captain it was stated to be Quelpart Island, which if the assumption had been correct would have meant that danger was past, and that when the captain was told that the ship was altering course to the southward he at once started for the bridge, although he had not time to get there before the ship struck. The Court evidently considered that, so far as the captain was concerned, he showed negligence in not coming on deck when land was reported; while as regards the navigating lieutenant, although it did not amount to negligence in the case, there was default, inasmuch as his omission to accept the warning which he should have done—first, from the appearance of the land, and secondly, from the result of his Polarix observation—proved that he had not reached the standard of careful navigation which the naval profession sets itself to seek under such conditions.

There remains one other matter which will no doubt receive careful consideration at the hands of the higher authorities. It appears from the evidence that the *Bedford* was in danger and that the *Montagu*, the third ship which took the western route, actually altered course further to the south, through what he deemed a dangerous area until daylight. Captain Power, of the *Montagu*, was recently in charge of the Navigation School at Portsmouth, and is a most practical navigator. He found that his speed had not been maintained for some reason, and therefore steered away from the vicinity of the islands. It was suggested also that the *Bedford* had taken the shorter route to the outward of the island, which the navigators of the other ships appear to have regarded as at least less safe than the other—because she was the slowest ship, and would thereby save time. This has a significance when it is recalled that Captain Fitzherbert said that he was anxious lest he should arrive late at the rendezvous through taking the outside course. It looks as if there were some of the elements of a race in this run from Wai-hai-wei to Nagasaki. It will be well that the Navy should be furnished with danger in peace if it is to be of value in time of war, but some risks are unjustifiable, and the question arises whether to carry out high-speed trials by night under the conditions revealed by the evidence in this Court-martial is not one of them. Finally, a word must be said for the behaviour of the officers and men of the *Bedford* after the disaster had taken place. Everything that it was then possible to do in the circumstances was done with promptitude and decision. The double bottom must have been cut away and the fore boiler-room flooded, thus accounting for the loss of life in the engine-room department. But the traditions of the Navy were worthily upheld, everybody went to his station, and orders were unhesitatingly obeyed, although at any moment the vessel might have slipped off the rocks and gone down with all hands in the deep water alongside. Every one who reads the evidence must be impressed with the immense responsibility placed upon officers entrusted with the command of our ships of war. But they are not exempt from the liability to err which is common to men in every calling. The magnificent coolness and courage displayed by the crew of the *Bedford* in the face of impending death speaks volumes for their trust in the professional competency of Captain Fitzherbert and for the discipline and efficiency of his ship.

A PRETENDER'S WILL.

Don Carlos of Bourbon, Pretender to the Spanish throne, who died at Venice in July last year, left a very detailed and comprehensive testament. It contains many personal minutiae, and also forms a political legacy to his son, Don Jaime, now residing at Frohsdorf, near Vienna. Don Carlos, the *Telegraph* states, thus addressed his eldest son—

"As my first-born son will be head of the family, he will understand that he has filial duties to fulfil to the memory of his father. He will be both the representative of those regal rights and the inheritor of those principles which I have over the years maintained. For me it was war trophies, but as symbols and as witnesses of my continued fidelity and self-denial, the Royal Standard of my grandfather, Charles V., with numerous glorious and spotless banners which I have been able to rescue from our misfortunes. I brought them in all honour to a foreign land, in the hope that they may one day triumphantly wave in my beloved country. And I beg, upon him the obligation to guard them as his dearest treasures, to see in them glorious memories connected with them and the legitimate hopes bound up in them. I recommend him, as king and father, to cultivate feelings of love and gratitude towards those who have defended in a noble manner, and do still defend the rights of our dynasty in Spain.

Further directions in the will deal with the property left by Don Carlos. The chief portion falls to Don Jaime, the estate being divided into four parts, going respectively to Don Jaime to his wife, the Archduchess Blanche of Austria, Princess Maria Beatrice, married to the Italian Lieutenant Lino del Prete, Princess Elvira, who left her father's house some years ago to marry the painter Folchi, is disinherited.

WEATHER REPORT.

On the 13th at 11.55 a.m.—Pressure has given way on the E. and N.E. coasts of China, and increased over Tongking and S.W. China.

The anti-cyclonic area is still central over the continent to the North of the Upper Yangtze, and pressure remains relatively low over the Philippines and adjacent waters.

The barometer has risen considerably in E. Japan the depression having moved away over the Pacific.

Strong monsoon will continue to prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood—N. winds, fresh or strong; fine.

(N. and N.E. winds, strong.

Formosa Channel—Same as No. 1.

South coast of China between—Same as No. 1.

Hongkong and Lamcocks—Same as No. 1.

South coast of China between—Same as No. 1.

Hongkong and Hainan—Same as No. 1.

INTERNATIONAL BANK v. EWO.

THE JUDGMENT.

His Lordship Sir Haviland de Saumarez gave judgment last week in H.M. Supreme Court at Shanghai in the action brought by the International Banking Corporation against Messrs. Jardine, Matheson & Co., Ltd., recently reported in our columns.

Mr. R. E. S. Gregson represented the plaintiffs, and Mr. L. E. P. Jones appeared on behalf of the defendants.

The facts in this case substantially agree. They are as follows—

The defendants carry on a large business in Shanghai amongst other things in piece-goods, and in connection with their business they have godowns in which they warehouse such goods as have been purchased from them by their customers. They are not public warehousemen. One Ching Yue, a Chinese merchant doing a very large business, had considerable dealings with the defendants, and in the month of June last he placed in the defendants' godown a quantity of piece-goods of which a list forms the subject of this action.

These goods were paid for by Ching Yue, and on payment documents in the following form were issued to him:

Chinese Characters.
Not transferable unless countersigned at purchaser's risk and expense from date.

No. Shanghai (date)
Godown Keeper,
Deliver to

Chinese Characters.

Description of Goods.
Storage from (date)
Jardine, Matheson & Co., Ltd.,
Per

The Chinese characters are immaterial to the present case. The dates of the two orders which cover the goods in question in this action are April 30 and June 30 of this year, respectively. The name "Ching Yue" is written in after the words "Deliver to," and both are signed per "A. Piercy," a clerk in the defendants' piece-goods department.

On July 13 Ching Yue being in need of money arranged for a loan from the plaintiffs and deposited with them amongst others these two documents, pledging the goods covered by them as security for the money advanced. Before depositing these documents he had induced the clerk who had issued these godown orders to place on the back of each, with a stamp, the following words—

"Deliver to—
Upon payment of all charges,
Jardine, Matheson & Co., Ltd.,
Per

and fill in the name Ching Yue and sign them "A. Piercy." He was told by the clerk at the time that this had no more effect than what was written on the face of the documents. In this condition he handed them to the plaintiff bank, whose accountant was called, who told the Court that he did not pay attention to the endorsement, but to the signature and stamp of Ching Yue himself which were also on the back of the documents.

On July 19 Ching Yue's affairs being in a most involved state, a meeting was held at a most respectable Shanghai Bank, at which Mr. Jardine, the manager of the plaintiffs, and Mr. Landale, the defendant's manager, were present; and to Ching Yue appears to have been then arranged, and Mr. Landale told Ching Yue without Mr. Gulland's knowledge, that he would hold the piece-goods in the defendant's godown as security for this loan.

On the other hand, Mr. Landale was ignorant of the banks' lien upon these goods. On his return to the bank Mr. Gulland appears to have gone into his securities and written to the defendants enclosing these two godown orders with another which had no endorsement by the defendants, asking them to transfer the merchandise covered by them into the bank's name. This was refused, and ultimately this action was brought to determine the legal position of the goods. Nothing turns on the payment of godown charges.

It is obvious that both parties are the victims of Ching Yue, who has pledged the goods twice. The defence is based on the words "not transferable unless countersigned," which are in large type at the top of the order. The evidence is that the defendants, in order to be in touch with the financial position of their Chinese clients and being interested in knowing whether the goods bought from them were delivered or not, have added from time to time to the delivery order which they give to their purchasers. This precaution is also taken to prevent their godowns being used as general godowns by sub-purchasers who have bought their goods from their clients.

Now it is quite clear that on payment for these goods the property in them passed to Ching Yue, and he could have taken delivery of them at any time. Indeed the defendants say that they would have given a delivery to any shipping agent, or to a Chinese firm engaged in other parts of China, or to any Chinese without question on presentation of the godown orders, as the goods would then have gone into the market, but they object to this transfer without their consent. It is clear therefore that the defendants would have given the goods to whomsoever they pleased, and that they had no objection to them being used as general godowns by sub-purchasers who have bought their goods from their clients.

It must be borne in mind that they are now seeking to use a position which they created as a merchants and vendors to protect them in a subsequent transaction, in which their position is that of pledgees of these goods in respect to the plaintiffs. This position is that of the plaintiffs if they can establish that the delivery of these documents to them as security for a loan is equivalent to a pledge of the goods. They rely on the Factor's Act, section 9, which says "the delivery or transfer" by Ching Yue, who had these documents from the seller, "of the documents of title under a pledge."

Now, these documents were delivered to Ching Yue in respect of goods for which he had paid, and which were his property; against them he could have got delivery of the goods at the time when he deposited them with the plaintiffs, and so apparently could any Chinese. On these documents, however, the defendants for a purpose of their own which the plaintiffs had no notice, placed the word "not transferable unless countersigned." The plaintiffs, who must be taken to know the business methods of the port, would no doubt know the sort of business connection which existed between the defendants and Ching Yue, and they would have been put upon

inquiry by these words as to any lien or charge which the defendants in their capacity of importers of piece-goods, as warehousemen, and sellers to Ching Yue might have had, but at that time they had no lien, save perhaps for warehouse charges, which by consent have nothing to do with this matter. The case cited by defendant's counsel do not assist us, as they nearly all deal with liens and charges of this nature.

Documents of this kind with the exception of the words "not transferable unless countersigned" are ordinary delivery orders for goods. As between Ching Yue and the defendants they manifest a certain amount of distrust, i.e., as between seller and purchaser. The defendants' reasons for placing these words on the documents could not possibly be known to the plaintiffs. It has not been contended that they are usual in the port. Again, the property in the goods being in Ching Yue and the defendants having no lien on them, it is difficult to see how the defendants could at the time of the pledge to the plaintiffs have resisted a demand to transfer into the plaintiffs' name. The effect of the words under discussion does not seem to me to do more than put the person who takes the documents on inquiry as to whether there are charges upon them at the time they are delivered to him. I do not say that no charge which arose later would be covered by them, but it seems to me that they do represent the goods, and the countersignature of them by delivery is evidence of the goods and the prior pledge to the plaintiffs takes precedence of the subsequent pledge to the defendants. I do not forget that there is no compulsion on merchants to issue a document which is a document of title, but I bear in mind the principle that credit and of distrust is the basis of commercial dealings and of the law merchant, and it seems to me, therefore, that a condition such as this must in the interest of commercial dealings as between the original seller who has been paid the price of the goods and third parties, be construed strictly against him. He cannot stretch words placed in them to protect his position as a merchant to cover the entirely new position of pledgee for an advance subsequent to a pledge of the document by its delivery to a third person.

It has not been contended that the plaintiffs are stopped from claiming these goods by their failure to get the defendants' countersignature, but if it had been so contended, the answer would appear to be that the defendants could have called for the delivery orders before accepting these goods as security for their loan. If the loan was actually made before the plaintiffs gave notice of their claim on the goods, the pledge to the defendants appears to have been of the vaguest character, as Mr. Landale's evidence shows.

But there is in addition in the case of these two orders the endorsement which I have described. The defendants produced another godown order which they said was countersigned; all that was done was to strike out the name of the original purchaser in red ink and write in that of some other person over the initials J. M. & Co. and the initials of the clerk making the change. It has not been suggested that Mr. Piercy was exceeding his powers in adding the words "Deliver to," and I am bound to say that his operation seems to me to be a countersignature of the documents, and not the other. However that may be, in view of the nature of the document, and of the principles of commerce, which have induced such documents with a representative capacity, I hold that this is a countersignature of the document sufficient to justify the plaintiff's contention that it is in its present form a document of title within the meaning of the Factor's Act.

Mr. Jones. The goods are in our possession and can be delivered. There is the question of damages. They claim either the goods or their value.

His Lordship—Yes, and damages for detention, which is a matter for the Court to assess. I leave it for you to move judgment. I think that is the best way. I say nothing about costs, but of course you (to Mr. Gregson) get your costs, but they come in at the time you move for judgment.

The Court then rose.

IN A RUSSIAN PRISON.

A simple story of his prison life is told by Nicholas Tchaikovsky, the "Father of the Russian Revolution," in the November issue of the New York *Outlook*. Tchaikovsky was arrested for advocating political reform and the overthrow of despotic methods, but the charges against him failed and he was acquitted in March last. "At the beginning of my imprisonment," he says, "I had ten minutes a day and for recreation, which included going to and from my cell. Later they allowed me twenty minutes."

There is a library in the fortress, but no periodicals less than a year old are allowed, so that the prisoner in the matter of public news and politics lives a year behind the world. "Every second Saturday the prisoners are taken to the bath-house by two guards, who stay there while the prisoners are washing himself. The pockets of my coat were searched while I was in the bath, and once an incident arose from such a search. I had given a list of books that I wanted to the governor of the prison, and he had returned it to me. I put it in my pocket, and when I wanted to prepare myself for my wife's visit, I noted on this sheet of paper a programme of the conversation which was covered to hold with her; so the sheet of paper, in my pocket, was a programme of conversation. One day this piece of paper was handed to me by the guard with a special message from the governor that I better destroy it, otherwise it might be considered a secret manuscript and lead to trouble."

"That fortress is a place for absolutely solitary confinement, and prisoners are not even permitted to see one another in the corridors. The guards are allowed to speak to the prisoners only when they come to the flap window in the door along, always in pairs; so that one may hear what the other says in speaking to the prisoner. Whenever the prisoner wants anything he rings the electric bell, and the nearest guard waits till another one is available in order to open the flap window. Above the flap door there is a small oblong spy-hole covered with glass, with a blind on the outside, which is used by the guards for watching the prisoners. It is arranged in such a way as to be opened without noise, but somehow the nerves of the prisoner are so acute that he feels almost instinctively that he is observed through this so-called 'Judas slit.'"

Mirrors are not allowed, but Tchaikovsky found that when the ventilator of the window in his cell was opened, by pulling himself up he could bring his face to the level of the glass and could see himself clearly in it. No paper of any kind is permitted to be brought into the cell. "Even the tin foil in which chocolate is wrapped is confiscated immediately on delivery of the chocolate, because, it was said, prisoners could manufacture lead pencils out of it."

Tchaikovsky made himself a set of chessmen from pieces of the black ryebread, and used to play chess with himself for hours. He added: "The narrow strip of sky which could be seen

from the cell was the only connecting link between the prisoner and nature outside. A few stars, and very seldom the moon, with the ragged clouds of a St. Petersburg March sky, form the company in which the prisoner finds himself in the night. The man very seldom looks into these windows, especially in those parts of the fortress which face north-east and north-west."

The harsh treatment which he received led to a breakdown in Tchaikovsky's health. A suggestion was circulated through the Press that he should be medically examined by outside doctors, and as a result of that examination his period of recreation was increased from twenty minutes to half an hour. He spent eleven months in prison awaiting trial.

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FOR A CASE

OF

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M.P.

WHISKY

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that it is a Pure Malt Whisky distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that it is fully matured. The flavour, while mellow and rich, is 'soft.' This Whisky is well adapted for Special Dietetic purposes."

IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON,

12501 WINE & SPIRIT MERCHANTS

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ALEXANDRA BUILDINGS,

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A Very Large Stock, the Finest

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FANCY LEATHER GOODS.

The Name

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IS A

SHIPPING.

ARRIVALS.
AGENCY. British despatch-boat, 1,700, Act-Commander P. H. Noble, 13th December—Shanghai 10th December.
BRECONSHIRE. British str., 4,000, J. M. Tomlinson, 13th Dec.—Yokohama and Shanghai 10th Dec. General—Jardine, Matheson & Co.
CEYLON MARU. Japanese str., 3,142, F. L. Pyne, 13th Dec.—Singapore 5th December, General—Nippon Yusen Kaisha.
CHUDAN. Norwegian str., 1,102, N. Hjorth, 13th Dec.—Bangkok and Swatow 12th Dec. General—Aagaard, Thorsen & Co.
EARL OF FORBES. British str., Alex. Currie, 13th Dec.—Mojji 8th Dec. Coal—Dodwell & Co.
FRI. Norwegian str., 860, N. G. Andersen, 12th Dec.—Weihaiwei 11th December, Suit—Chinese.
HANYANG. British str., 13th Dec.—Canton.
KLEIST. German str., 5,122, O. Fahnke, 13th Dec.—Yokohama and Shanghai 3rd Dec. Mails and General—Melchers & Co.
KUTSANO. British str., 4,895, R. C. D. Bradley, 13th Dec.—Calcutta via ports 27th Nov. General—Jardine, Matheson & Co.
KWANGSE. British str., 1,229, P. Cole, 12th Dec.—Chefoo 7th Dec. General—Batterfield & Swire.
NAMBAO. British str., 4,035, P. M. B. Lake, 12th Dec.—Kobe and Moji 3rd December, General—Jardine, Matheson & Co.
PHUMPKH. British str., 1,055, J. H. Scott, 12th Dec.—Saigon 6th December, Rice and General—Wo Fat Sing.
SCHARNHORST. German armoured cruiser, 12,300, Kraft, 13th Dec.—from Amoy.
SHAOSHING. British str., 1,307, H. A. Wavell, 13th Dec.—Batterfield & Swire.
TAKASHI MARU. Japanese str., 3,099, Y. Yamashita, 13th Dec.—Mojji, Coal—Mitsui Bussan Kaisha.
YUNESANG. British str., 1,128, P. H. Rolfe, 13th Dec.—Manila 10th Dec. General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 13th December.
Ceylon Maru. Japanese str., for Shanghai.
Haitan. British str., for Swatow.
Hongkong. French str., for Haiphong.
Kleis. German str., for Europe, etc.
Kwangs. British str., for Canton.
Pembroke. British str., for Shanghai.
Shaoching. British str., for Canton.
Tan. British str., for Manila.
Thoris. Norwegian str., for Swatow.
Tosa Maru. Japanese str., for Shanghai.

DEPARTURES.

13th December.
FEICHING. Chinese str., for Canton.
HANOI. French str., for Peking.
HORANS. British str., for Canton.
ISCHIA. Italian str., for Singapore.
KANSU. British str., for Canton.
KUJIBOH. German str., for Canton.
KUJIBOH. British str., for Canton.
MEZFOH. Chinese str., for Shanghai.
NORD. Norwegian str., for Canton.
PANAMA MARU. Japanese str., for Shanghai.
SINGAN. British str., for Haiphong.

VESSELS EXPECTED.

THE GERMAN MAIL.
 The L.G.M. str. *Goeben*, carrying the German Mails, 14th inst. from Berlin, at the 16th inst. left Singapore on the 10th inst., at 10 a.m., and may be expected here to-day at night.

THE INDIAN MAIL.

The Indo-China str. *Lansing* from Calcutta and the Straits left Singapore for this port on the 10th inst.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of China* left Vancouver on the 1st inst. p.m. for Hongkong via usual ports of call.
 The C.P.R. Co.'s str. *Monteagle* left Vancouver, B.C., on the 13th inst. p.m. for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL.

The E. & A. str. *Aldenhurst* left Sydney on the 3rd inst. for this port, via Queensland Ports and Manila.
 The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 8th inst. and is expected here on the 15th inst.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. *Siberia* sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, being due to arrive at this port on the 3rd prox.

THE S.S. Co. str. *China* sailed from San Francisco on the 6th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, being due to arrive at this port on the 3rd prox.

MERCHANT STEAMERS.
 The Danish str. *Stam* left Sabang on the 1st inst., and may be expected here to-day.
 The American-Astoria S.S. Co.'s str. *Indiana* left Singapore on the 7th inst., and is due here to-day.
 The H. & L. str. *Scandia* left Singapore on the 7th inst., at noon, and may be expected here to-day.
 The Bank Line str. *Hallamshire* sailed from Manila on the 10th inst., and is due here to-day a.m.
 The Dowlall Line str. *Sikh* arrived at Poochow on the 12th inst. morning, and sails for Hongkong on the 13th inst.
 The Austrian Lloyd's str. *Persia* left Singapore for this port on the 10th inst. p.m., and is due here on the 17th inst., at daylight.
 The E. & O. S. N. Co.'s str. *Sunda* left Singapore for this port on the 11th inst., at 1 p.m., and is due here on the 18th inst., at about 6 a.m.
 The O.S.K. str. *Sentia Maru* from Tacoma, arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th inst., via Manila.
 The T.V.K. str. *Nippon Maru* sails from Yokohama on the 12th inst. en route to Hongkong, and is due to arrive at this port on the 20th inst.
 The Swedish str. *Nippon* left Sabang on the 11th inst., and is expected here on the 22nd inst.
 The M.M. str. *Meina* is expected to arrive here on or about the 23rd inst.
 The O.S.K. str. *Mizoco Maru* left Tacoma for this port on the 26th ultimo, and is expected to arrive here on or about the 29th inst., via Japan and Shanghai.
 The American & Cuba Line's str. *Kioto* left New York on the 10th ult., and is due here on or about the 1st prox.
 The str. *Glendy* left London on the 5th ult., and is due here on or about the 3rd prox.
 The T.V.K. str. *Nippon Maru* left Calcutta for this port via Meian ports, Honolulu, and Japan, ports, on the 30th ultimo.
 The P. & A. Co.'s chartered str. *Strath-Ailan* sails from London on the 15th inst., via Japan ports, for Hongkong.
 The str. *Glendy* left London on 25th ult., and is due here on or about 15th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP...	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & CO., LD.	About 14th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cabitt, R.N.R.	P. & O. S. N. Co.	About 28th inst.
COPENHAGEN & BALTIC PORTS	SIAM	Swed. str.	—	—	—	About middle of Jan.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BULGARIA	Ger. str.	—	—	—	On 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGADIA	Ger. str.	—	—	—	On 11th Jan.
HAVRE, ROTTERDAM & HAMBURG, &c.	ARABIA	Ger. str.	—	—	—	On 27th inst.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA	Ger. str.	—	—	—	On 3rd Jan.
MARSEILLES & COPENHAGEN	SCANDIA	Ger. str.	—	—	—	On 15th Jan.
MARSEILLES, &c. VIA PORTS OF CALL	CANTON	Swed. str.	—	—	—	On 20th inst.
MARSEILLES, HAMBURG & ANTWERP, &c.	POLYTHESION	Frech. str.	—	—	—	On 29th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SITHONIA	Ger. str.	—	—	—	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	—	—	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	—	—	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	—	—	On 4th Jan., at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	KLEIST	Ger. str.	—	—	—	To-day, at Noon.
NEW YORK	LYNCHBURGH	Brit. str.	—	—	—	About 29th inst.
BOSTON & NEW YORK	SIKH	Brit. str.	—	—	—	About 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	—	On 17th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	—	On 25th Jan., at Noon.
VICTORIA, C.B. & TACOMA VIA SHANGHAI & JAPAN	SEATTLE MARU	Jap. str.	—	—	—	On 28th inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ISADA MARU	Jap. str.	—	—	—	On 3rd Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	—	—	On 31st Jan., at Noon.
VANCOUVER (DIRECT)	HALLAMSHIRE	Brit. str.	—	—	—	To-morrow.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	—	—	On 21st inst.
ASTORIAIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	—	—	On 22nd inst., at Noon.
PORTLAND & MANILA & JAPAN	CHANGSHA	Brit. str.	—	—	—	On 17th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	HONGKONG MARU	Jap. str.	—	—	—	To-day, at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA	Brit. str.	—	—	—	On 17th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHA	Brit. str.	—	—	—	On 31st inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	—	—	On 19th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	—	—	On 31st inst., at Noon
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	About 13th inst.
KOBE & MOJI	CHANGSHA	Brit. str.	—	—	—	To-morrow, at Noon.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 22nd inst., at 5 p.m.
NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	On 21st inst., at Noon.
SHANGHAI, KOBE & MOJI	CHANGSHA	Brit. str.	—	—	—	Quick despatch.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	To-morrow, at Noon.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	CHANGSHA	Brit. str.	—	—	—	About 14th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	To-morrow, at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	—	To-morrow, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	—	To-morrow.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 16th inst., at Noon
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 17th inst., at M'right
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 17th inst., at Noon
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 19th inst., p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 19th inst., p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	About 19th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 22nd inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	About 23rd inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 25th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 30th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	About 30th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	Quick despatch
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	To-morrow, at 5 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 21st inst., at 8 a.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 18th inst., at 10 a.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	To-day, at 3 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	To-day, at 10 a.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 16th inst., at 11 a.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 20th inst., at 11 a.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 17th inst., at Noon.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 20th inst., at 4 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 21st inst., at 4 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 24th inst., at Noon.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 25th inst., at 4 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 17th inst., at 4 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 27th inst.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	To-morrow, at 1 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	On 20th inst., at 3 p.m.
SHANGHAI	CHANGSHA	Brit. str.	—	—	—	Quick despatch

CANADIAN PACIFIC RAILWAY CO'S THE BANK LINE LIMITED.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPERESS OF CHINA" Sat., 14th Jan.	"ALLEN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	
"EMPERESS OF INDIA" Sat., 11th Feb.	"ALLEN LINE" Friday, 10th Mar.
"EMPERESS OF JAPAN" Sat., 11th Mar.	"ALLEN LINE" Friday, 7th April.
"EMPERESS OF CHINA" Sat., 8th April	"ALLEN LINE" Friday, 5th May

The quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers \$43 \$45.

and 1st Class Railway \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates allowing superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poddet Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL

SHANGHAI KOBE & YOKOHAMA "TOURANE" Capt. Lancelotti {On 19th Dec., P.M.

MARSEILLES VIA PORTS "POLYNESE" Capt. Bruno {On 20th Dec., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20. hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Hongkong, 8th December, 1910.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERIC	6,232	F. B. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAVING DOCK 767 x 88 x 34' 6" Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

1213]

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"BEECONSHIRE." Captain Tomlinson, will be despatched at above about 14th December.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Agents. Hongkong, 1st December, 1910. [1339]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"LIGHTNING." Captain E. F. Smith, will be despatched for the above Ports TO-MORROW, the 15th Dec., at 1 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD. Agents. Hongkong, 10th December, 1910. [1375]

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship

"HALLAMSHIRE." FROM HONGKONG.

TO-MORROW, THE 15th DECEMBER, FOR VANCOUVER DIRECT.

To be followed by

SUVERIC ... 17th Jan. 1911.

KUMERIC ... 9th Feb. "

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, SUNDAY and YOKOHAMA	Capt. R. A. Peters	About 19th Dec.	Freight and Passage.
SHANGHAI	DEVANHA	About 23rd Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	Capt. L. E. S. Spicer, R.N.R.	Noon, 24th Dec.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 14th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY & CHINKIANG	"HANYANG"	On 14th Dec., 3 P.M.
SHANGHAI	"KUBICHOV"	On 15th Dec., 4 P.M.
LILOLO & CEBU	"SUNGKIANG"	On 17th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 19th Dec., 4 P.M.
MANILA	"TAMING"	On 20th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 14th December, 1910

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & MOJI	"KUTSANG"	Thursday, 15th Dec., Noon.
KOBÉ & MOJI	"FAUSANG"	Thursday, 15th Dec., Noon.
SHANGHAI	"LOKSANG"	Friday, 16th Dec., Noon.
SHANGHAI	"CHONGSANG"	Saturday, 17th Dec., Noon.
MANILA	"YUENSANG"	Saturday, 17th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 20th Dec., 3 P.M.
MANILA	"WINGSANG"	Saturday, 24th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "FAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 14th December, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBÉ	"NIPPON"	On 2nd December.

For Freight and Further Particulars, apply to—
TELEPHONE No. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
HONGKONG, 13th December, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	WED'DAY, 14th Dec., at 10 A.M.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 16th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blske Pier).
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th December 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBÉ	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBÉ	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 5th November 1910

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBÉ, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	" Feb. 18th, 1911.
S.S. BUZO MARU	10,500 "	" April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 26th November, 1910.

TOYO KISEN KAISHA, King's Building.
4031

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA NAGASAKI, MOJI, KOBÉ and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 15th Dec., at 8 A.M.
TAKAO (DIRECT)	"YERIMO MARU"	THURSDAY 15th Dec., at 5 P.M.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 21st Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE to NANKING. In connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

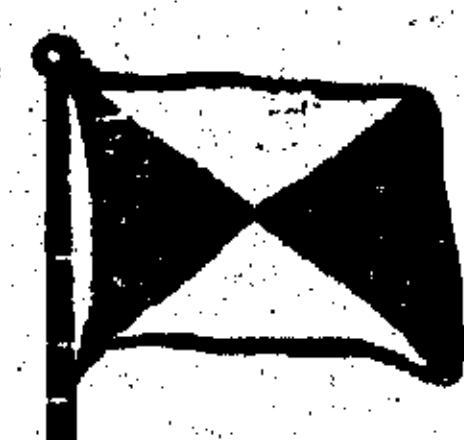
\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

7021



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Rice	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th December, 1910

PHILIPPINES S.S. Co.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA, and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.	FOR ROTTERDAM, ANTWERP & HAMBURG:
For SHANGHAI, KOBÉ & YOKOHAMA:	S.S. DULGABIA ... 20th Dec.
S.S. SCANDIA ... 15th Dec.	For MARSEILLES, HAMBURG & ANTWERP:
S.S. SLAVONIA ... 30th Dec.	S.S. SITHONIA ... 21st Dec.
S.S. SEGOVIA ... 12th Jan.	For HAVRE, ROTTERDAM & HAMBURG:
S.S. SAMBIA ... 28th Jan.	S.S. ARABIA ... 27th Dec.
S.S. SILEZIA ... 10th Feb.	For HAVRE, BREMEN & HAMBURG:
S.S. PREUSSEN ... 27th Feb.	S.S. BRASILIA ... 3rd Jan.
S.S. RHEINFELS ... 12th March	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRISGAVIA ... 11th Jan.
	For HAVRE, BREMEN & HAMBURG:
	S.S. SCANDIA ... 15th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th December 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-AMERICAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF
INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND
FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—

15, DES VŒUX ROAD,
HONGKONG.Jayan Office
32, WATER STREET
YOKOHAMA.

6621

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHI	JAVA	Second half of Dec.	JAPAN	Second half of Dec.
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILATJAP.	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJILIWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th December, 1910.

Telephone No. 375.

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NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moss, 9,000		WED'DAY, 21st Dec., at Daylight.
	KAWACHI MARU Capt. H. Petersen, 7,000		TUESDAY, 27th Dec., P.M.
	KAGA MARU Capt. M. Hagino, 7,000		WED'DAY, 4th Jan., at Daylight
	SADO MARU Capt. S. Horiuchi, 7,000		SATURDAY, 31st Dec., from KOBÉ
VICTORIA B.C. & SEATTLE	INABA MARU Capt. K. Kawara, 7,000		TUESDAY, 3rd Jan., at Noon.
SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 31st Jan., at Noon.
SYDNEY and MELBOURNE	YAWATA MARU Capt. T. Sekine, 5,000		THURSDAY, 22nd Dec., at Noon.
via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 20th Jan., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED'DAY, 21st Dec., at Noon.
KOBÉ and YOKOHAMA	HITACHI MARU Capt. N. Mathieson, 7,000		THURSDAY, 22nd Dec., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. A. Mosker, 7,000		TUESDAY, 27th December.
SHANGHAI, MOJI and KOBÉ	BOMBAY MARU Capt. N. Teraoka, 5,000		WED'DAY, 28th December.

She will call at Genoa.
Fitted with New System of Wireless Telegraphy. † Cargoonly. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class S	Y. 550.00
KITANO	9000	1st Mar.	" " " 2nd Class S	R 825.00
IYO	7000	15th "	" " " 2nd Class S	R 350.00
HIRANO	5000	29th "	" " " 2nd Class S	R 500.00
TANGO	8000	12th April	" " " 1st Class S	R 500.00
KAMO	9000	10th May	" " " 2nd Class S	R 750.00
AKI	7000	24th "	" " " 2nd Class S	R 330.00
MISHIMA	9000	24th "	" " " 2nd Class S	R 495.00

Steamers "VICTORIA, B.C. & SEATTLE," WASH., U.S.A.

Steamers Tons. Leave H.K. RATES OF PASSAGE.

AWA MARU 7000 28th Feb. To Pacific Coast Common Points: 1st Class S £30

INABA " 7000 28th Mar. " " " 2nd Class S £21

TAMBA " 7000 25th April. To London via New York: 1st Class S £60

AWA " 7000 23rd May. via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, etc., apply at
13-125 T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

573



THE "INVER" STEAMSHIPS, LTD.
FOR NEW YORK.

THE Steamship

"INVERCLYDE,"

Captain J. C. Alexander, will be despatched as

above about the 29th inst.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 9th December, 1910.

1369

SHIPPING REPORTS.

The British str. *Kaitang* reports: Strong N.E. monsoon and rough sea.

The British str. *Namata* reports: From Moji to Hishane, moderate N.W. wind.

and sea; Hishane to Hongkong, strong N.E. monsoon and misty weather.

For Freight or Passage, apply to—
SANDER, WIELER & Co.,
Agents,
Princes' Building.

Hongkong, 13th December, 1910.

3

"OSTERTAG" - SAFES.

FOR SALE:

A CONSIGNMENT OF FIVE RECENTLY ARRIVED SAFES IN
DIFFERENT SIZES.

Please call on the Sole Representative.

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

1334-5]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Gauche*, with the German Mail of the 16th ultimo, left Singapore on Saturday, the 10th
instant, at 10 a.m. and may be expected here this evening.

The *Touraine*, with the French Mail of the 18th ultimo, left Singapore on Monday, the 12th
instant, at 5.30 p.m., and may be expected here on or about Monday, the 19th instant.

FOR	PER	DATE
Swatow and Bangkok	Thordis	Wednesday, 14th, 8.00 A.M.
Swatow, Amoy and Foochow	Haitan	Wednesday, 14th, 9.00 A.M.
Hainan	Hongkong	Wednesday, 14th, 10.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Pembroke	Wednesday, 14th, 10.00 A.M.
Shanghai, Moji and Kobe	Ceylon Maru	Wednesday, 14th, 10.00 A.M.

SIBERIAN MAIL TO EUROPE

Printed Matter and Samples
Registration, 10.00 A.M.
(Registration, with late
fee of 10 cents up to
10.45 A.M.)
Kowloon
Registration, 10.00 A.M.
B.O. 10.00 A.M.
No late fee.

Macao	Sui Tai	Wednesday, 14th, 11.00 A.M.
Amoy and Chinkiang	Haitan	Wednesday, 14th, 2.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Chokun Maru	Wednesday, 14th, 5.00 P.M.
Shanghai	Dorwin	Wednesday, 14th, 5.00 P.M.
Hainan	Haitan	Thursday, 15th, 8.00 A.M.
Moji, Kobe, Yokohama, Victoria, Vancouver	Hallamshire	Thursday, 15th, 11.00 A.M.
Kobe and Moji	Fausang	Thursday, 15th, 11.00 A.M.
Shanghai, Kobe and Moji	Kutang	Thursday, 15th, Noon.
Singapore, Penang and Calcutta	Lighthouse	Thursday, 15th, 1.15 P.M.
Macao	Sui Tai	Thursday, 15th, 3.00 P.M.
Shanghai	Kueichow	Thursday, 15th, 4.00 P.M.
Takao	Verano Maru	Friday, 16th, 10.00 A.M.
Swatow, Amoy and Foochow	Lokang	Friday, 16th, 11.00 A.M.
Shanghai	Lokang	Friday, 16th, 11.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA
VICTORIA & VANCOUVER (B.C.)

Printed Matter and Samples
Registration, 5.00 P.M.
(Registration, with late
fee of 10 cents up to
5.00 P.M.)
Kowloon
Registration, 5.00 P.M.
B.O. 5.00 P.M.
No late fee.

Manila	Yuenang	Saturday, 17th, 10.00 A.M.
Shanghai	Chongang	Saturday, 17th, 10.00 A.M.
Shanghai	Chongang	Saturday, 17th, 10.00 A.M.
Shanghai	Chongang	Saturday, 17th, 10.00 A.M.
Shanghai	Chongang	Saturday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO

Printed Matter and Samples
Registration, 10.00 A.M.
(Registration, with late
fee of 10 cents up to
10.30 A.M.)
Kowloon
Registration, 10.00 A.M.
B.O. 10.00 A.M.
No late fee.

Shanghai	Korea	Monday, 19th, 3.00 P.M.
Shanghai	Korea	Monday, 19th, 3.00 P.M.
Shanghai	Korea	Monday, 19th, 3.00 P.M.
Shanghai	Korea	Monday, 19th, 3.00 P.M.
Shanghai	Korea	Monday, 19th, 3.00 P.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO

Printed Matter and Samples
Registration, 10.00 A.M.
(Registration, with late
fee of 10 cents up to
10.45 A.M.)
Kowloon
Registration, 10.00 A.M.
B.O. 10.00 A.M.
No late fee.

Shanghai	Polynesia	Tuesday, 20th, 10.00 A.M.
Shanghai	Polynesia	Tuesday, 20th, 10.00 A.M.
Shanghai	Polynesia	Tuesday, 20th, 10.00 A.M.
Shanghai	Polynesia	Tuesday, 20th, 10.00 A.M.
Shanghai	Polynesia	Tuesday, 20th, 10.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO

Printed Matter and Samples
Registration, 10.00 A.M.
(Registration, with late
fee of 10 cents up to
10.45 A.M.)
Kowloon
Registration, 10.00 A.M.
B.O. 10.00 A.M.
No late fee.

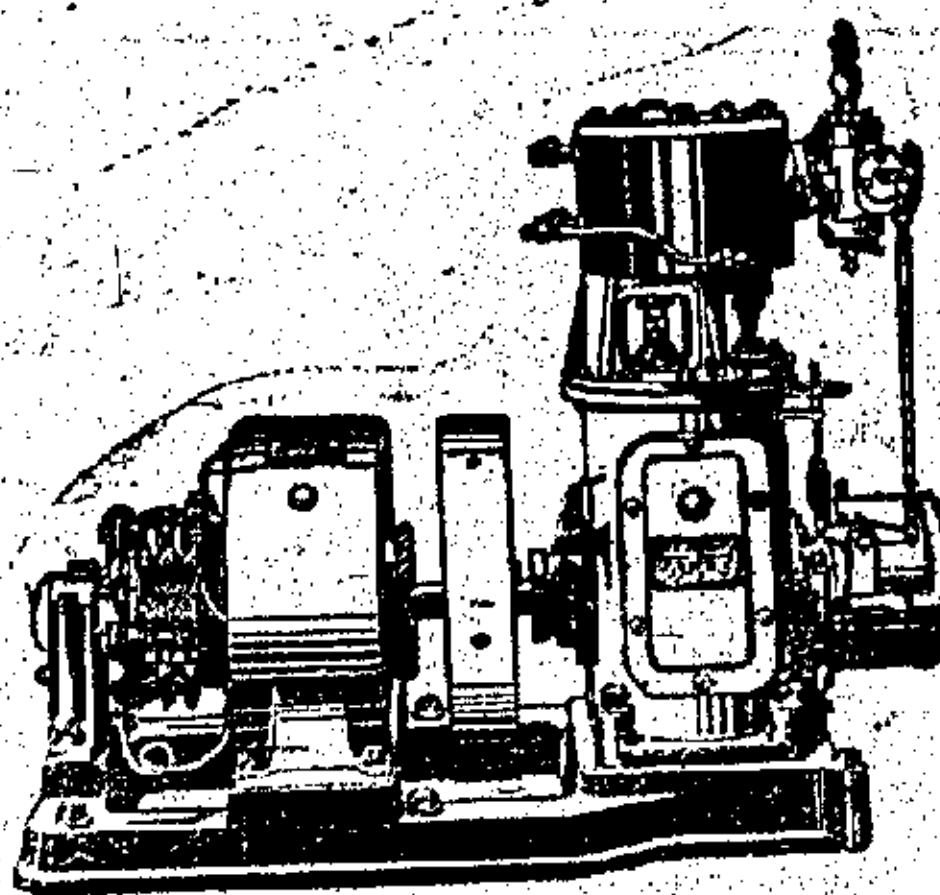
Shanghai	Himalaya	Wednesday, 21st, 11.00 A.M.
Shanghai	Himalaya	Wednesday, 21st, 11.00 A.M.
Shanghai	Himalaya	Wednesday, 21st, 11.00 A.M.
Shanghai	Himalaya	Wednesday, 21st, 11.00 A.M.
Shanghai	Himalaya	Wednesday, 21st, 11.00 A.M.

W. H. ALLEN, SON & CO., LTD.

Queen's Engineering Works, Bedford,
England.

MANUFACTURERS OF:-

- Centrifugal Pumps (including Turbine Pumps) driven by Steam-engines, Electric-motors or by Belt.
- Condensing Plants of the Surface and Jet Character Driven by Steam Engines, Electric Motors or in any other manner.
- Steam Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.
- Continuous Current Dynamos and Motors.
- Centrifugal Fans for Forced or Induced Draft Driven by Steam-engines, Electric-motors or by Belt.
- Allen Vertical Enclosed Air Compressors.
- Vertical Oil Engines.
- "Allen-Picard, Pistot" Water Turbines.



Full details and particulars of any of the above mentioned machinery
may be had on application to the Sole Agents:

WILLIAM C. JACK & CO., LTD.

14, DES VUEX ROAD CENTRAL, HONGKONG.

COMMERCIAL.

EXCHANGER
CLOSING QUOTATIONS.

December 13th.	
ON LONDON:-	Telegraphic Transfer 1.94
Bank Bills, on demand 1.10	
Bank Bills, at 30 days' sight 1.10	
Bank Bills, at 4 months' sight 1.10	
Credits, at 4 months' sight 1.10	
Documentary Bills 4 months' sight 1.10	
ON PARIS:-	Bank Bills, on demand 231
Credits, at 4 months' sight 235	
ON BRUSSELS:-	On demand 187
ON NEW YORK:-	Bank Bills, on demand 44
Credits, at 60 days' sight 45	
ON BOMBAY:-	Telegraphic Transfer 136
Bank, on demand 136	
ON CALCUTTA:-	Telegraphic Transfer 136
Bank, on demand 136	
ON SHANGHAI:-	Bank, at sight 73
Private, 30 days' sight 74	
ON YOKOHAMA:-	On demand 89
ON MANILA:-	On demand-Pesos-90
ON SINGAPORE:-	On demand 78
ON BATAVIA:-	On demand 109
ON HAIIPHONG:-	On demand 14 1/2 p.m.
ON SAIGON:-	On demand 14 1/2 p.m.
ON HONGKONG:-	On demand 84
SUBSIDIARY COINS:-	Silver, Bank's Buying Rate \$10.90
GOLD LEAF, 100 fine, per tola \$5.40	
BAR SILVER, per 100 \$25	

SUBSIDIARY COINS.	
	per cent
Chinese 20 cents pieces	\$7.67 discount
Chinese 10 "	\$7.90 "
Hongkong 20 "	\$7.54 "
Hongkong 10 "	\$7.59 "

SHARE LIST.—QUOTATIONS.

HONGKONG, DECEMBER 13th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	6,604	12/6		\$8, sellers
China Boreas Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$5 cts., sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7, sellers
COTTON MILLS.				
Euro Cotton Spin & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 67 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4 1/2
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50
Loon-Kung-Mow Co. Spin & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 48 1/2
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 247 1/2
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$17 1/2, buyers
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$5 1/2, sellers
Hongkong & Whampoa-Dock Co., Ltd.	50,000	\$50	all	\$5 1/2, sellers
New Amoy Dock Co., Limited	10,000	\$50	all	\$6, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 67 1/2
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 97 1/2
FINANCIAL & CO., LIMITED	18,000	\$25	\$25	\$5
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$3 1/2, buyers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$25	\$97, buyers
HONGKONG ICE COMPANY, LIMITED	5,000	\$25	\$25	\$125, sales
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	\$10	\$10	\$18, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$10	\$7
INSURANCE COMPANIES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116
China Traders Insurance Co., Limited	24,000	\$80.33	\$25	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360
North-China Insurance Co., Limited	10,000	\$250	\$100	Tls. 130, sellers
Union Insurance Society, Limited	12,400	\$100	\$100	\$87 1/2
Yankee Insurance Association, Limited	12,000	\$100	\$100	\$100, sellers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	80,000	\$100	\$100	\$99 1/2, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$6, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$33 1/2
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 105
West Point Building Co., Limited	12,500	\$50	\$50	\$39
MINING.				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$5, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$15, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$13, sellers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$124
London Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
Robinson Pine Co., Limited	4,000	\$50	\$50	\$50
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	50,000	\$25	\$25	\$8
Douglas Steamship Co., Limited	20,000	\$50	all	\$20, sellers
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$50, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	56, sell. L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$1, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$123
South China Morning Post, Limited	6,000	\$25	\$25	\$25
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$2
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Weston & Co., Limited	90,000	\$10	\$10	\$5, sales
Weismann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$11 1/2, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300
RUSSIAN.				
Alkayans	750,000		all	5/-
Anglo-Malaya	1,500,000	2/-	all	23/-
Balgownie	151,200	\$1	all	\$11 (Sts.)
Batu Tigas	70,000	\$1	all	90/-
Bukit Kajangs	80,000	\$1	all	75/-
Castlefields, fully paid	30,000	\$1	all	117/6
Chavots	70,000	\$1	all	75/-
Eastern and International	250,000	\$1	all	13/9 prem.
Highlands and Lowlands	107,100	\$1	all	105/-
Kanunings	1,825,000	2/-	all	5/6 prem.
Kuala Lumpur	180,000	\$1	all	16/6
Labus	100,000	\$1	all	68/9
Ledbury's	100,000	\$1	all	45/-
Linggis	900,000	2/-	all	13/-
London Ventures	1,266,000	2/-	all	5/3
Merionans	1,750,000	2/-	all	6/3 (Sts.)
Pegohs	45,000	\$10	all	17/6 prem.
Rubber Trusts	50,000	\$2	all	\$25 s. div. (Str.)
Sandycrofts	100,000	\$1	all	25/6
Sapungs	65,000	\$1	all	72/6
Shelfords	125,000	\$2	all	\$12 (Str.)
Singapore and Johore	995,000	2/-	all	10/-
Sumatra Paras	90,000	2/-	all	all
Sungei-Kapars	70,000	\$1	all	112/6
United Serdangs				

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				WERNON & SMYTH, Share-Brokers.

TOBACCO YOU CAN ENJOY.

Old English

CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special
vacuum process; it therefore retains that delightful
aroma and exquisite flavour natural to the finest
tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing 1/2 lb. with a handsome
curved case which fits the pocket, and is the most
convenient way to carry a pipe tobacco sufficient
for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

[41]

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above
Company is its

**STERILIZED
NATURAL MILK.**

A trial of which will satisfy you of its
EXCELLENCE.

PRICE:

20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
KUAN TEE, Queen's Road Central.
CHEONG TEE, Queen's Road Central.
NAM YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Canal Road.

[1335]

TO-MORROW

5.30 P.M.—Organ Recital at St. Peter's Church.

FOORTHCOMING EVENT.

Thursday, 15th Dec.—Auction of Spanish Wines
at Sales Rooms, by Mr. Geo. P. Lammert,
11 A.M.

Tuesday, 20th Dec.—"At Home" at Govern-
ment House, 9.30 P.M.

Wednesday, 21st Dec.—Philharmonic Concert
at Theatre Royal, 9.15 P.M.

VISITORS AT HOTELS.

HONGKONG HOTEL

Mr. and Mrs. G. D. Adams

Mr. and Mrs. E. A. Adams

Mr. and Mrs. F. I. Adams

Mr. and Mrs. L. Andrew

Mr. and Mrs. S. Andrews

Mr. and Mrs. J. B. Andrews

Mr. and Mrs. F. H. Beck

Mr. and Mrs. E. B. Bay

Mr. and Mrs. O. Bear

Mr. and Mrs. A. H. Best

Mr. and Mrs. N. F. Blarcho

Mr. and Mrs. G. Browne

Mr. and Mrs. L. W. Brown

Mr. and Mrs. W. Buckman

Mr. and Mrs. B. Butterfield

Mr. and Mrs. D. Campbell